

INSURANCES.
NOTICE.
GUARDIAN FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for Short Period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 " "
Above 3 months and not exceeding 6 months, 3 " "
Above 6 months, the full annual rate.
ALFRED WILKINSON & Co.,
Agents, Guardian Assurance Company,
Hongkong, April 7, 1868.

ALLIANCE FIRE ASSURANCE COMPANY.
NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the Annual Rate.
Above 1 month and not exceeding 3 months, 2 " "
Above 3 months and not exceeding 6 months, 3 " "
Above 6 months, the full Annual Rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Assurance Company,
Hongkong, April 7, 1868.

HONGKONG FIRE INSURANCE COMPANY.
NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the Annual Rate.
Above 1 month and not exceeding 3 months, 2 " "
Above 3 months and not exceeding 6 months, 3 " "
Above 6 months, the full Annual Rate.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company,
Hongkong, April 7, 1868.

QUEEN INSURANCE COMPANY.
THE following Rates will be charged in future for Short Period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, April 8, 1868.

MANCHESTER FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, April 8, 1868.

LONDON ASSURANCE CORPORATION.
THE following rates will in future be charged for Short Period Insurances:—
One month, 1 per cent.
Three months, 2 " "
Six months, 3 " "
HOLLIDAY, WISE & Co.,
Hongkong, April 7, 1868.

THE LONDON ASSURANCE CORPORATION.
THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.
HOLLIDAY, WISE & Co.,
Hongkong, December 26, 1867.

THE QUEEN INSURANCE COMPANY.
CAPITAL—TWO MILLION STERLING.
THE Undersigned having been appointed Agents for the above named Company are prepared to grant Policies against Fire, either at this Port, or at Macao, Canton or Whampoa, to the extent of £15,000, in any one Risk upon Buildings or Merchandise, on the usual terms.
HOLLIDAY, WISE & Co.,
Hongkong, June 8, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following Rates will be charged in Short Period Insurances, viz:—
Not exceeding one month, 1 of the annual rate.
Above 1 month and not exceeding 3 months, 2 " "
Above 3 months and not exceeding 6 months, 3 " "
Above 6 months, the full Annual rate.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company,
Hongkong, April 7, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1803.
CAPITAL £2,000,000.
ACCUMULATED FUNDS £2,233,927.
ANNUAL REVENUE £497,263.
THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.
GILMAN & Co.
Hongkong, June 21, 1864.

INSURANCES.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Dwelling-Houses removed from Town, and their Contents, 1 per cent.
Other Dwelling-Houses used strictly as such, and their Contents, 1 per cent.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company,
Hongkong, March 9, 1866.

IMPERIAL FIRE OFFICE.
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the annual rate.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of £80,000 on Buildings, or on Goods stored therein.
GIBB, LIVINGSTON & Co.,
Hongkong, August 24, 1864.

BOMBAY INSURANCE COMPANY AND FORBES & CO.'S CONSTITUENTS INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Companies are prepared to accept Risks on the usual terms.
GIBB, LIVINGSTON & Co.,
Hongkong, February 26, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—
Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.
Other Dwelling Houses used strictly as such, and their Contents, 1 per cent.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, March 6, 1865.

ROYAL INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding One Month, 1 per cent.
Above One Month and not exceeding Three Months, 2 per cent.
Above Three Months and not exceeding Six Months, 3 per cent.
Above Six Months, the full Annual Rate of 1 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, April 7, 1868.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.
THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL LONDON ASSURANCE COMPANY to Reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and Effects, therein contained.
In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.
The Royal's Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—
Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1 per cent.
Other Dwelling-Houses (similarly situated) and their Contents, 2 per cent.
First Class China Houses and their Contents, 1 1/2 per cent.
Other Risks as per special arrangement.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, November 9, 1866.

LIFE ASSURANCE.
THE Undersigned have received Authority by a recent Mail to issue Life Policies for amounts not exceeding £1000 without reference to the Head Office, as was previously required by the Board.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, January 6, 1866.

AMICABLE INSURANCE OFFICE.
THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept Marine Risks, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in CHINA, SINGAPORE, CALCUTTA, BOMBAY, or LONDON.
ROB. S. WALKER & Co.,
Hongkong, June 17, 1864.

THE UNIVERSAL LIFE ASSURANCE SOCIETY OF CALCUTTA.
ESTABLISHED 1834.
Subscribed Capital, £500,000.
Accumulated Funds exceed £308,000.
THE Undersigned are empowered to accept Life Assurances in the above Society. Full particulars given on application.
ROB. S. WALKER & Co.,
Hongkong, February 21, 1866.

THE UNIVERSAL LIFE ASSURANCE SOCIETY OF CALCUTTA.
ESTABLISHED 1834.
Subscribed Capital, £500,000.
Accumulated Funds exceed £308,000.
THE Undersigned are empowered to accept Life Assurances in the above Society. Full particulars given on application.
ROB. S. WALKER & Co.,
Hongkong, February 21, 1866.

INSURANCES.
NOTICE.
THE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorised to issue Policies against FIRE as follows, viz:—
On any one first-class Building, or on Goods stored therein— in Hongkong, £60,000; in Macao \$45,000.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company of Liverpool,
Hongkong, June 17, 1864.

ROYAL INSURANCE COMPANY.
FIRE AND LIFE.
CAPITAL, £2,000,000.
(LIFE DEPARTMENT.)
£2 per Cent. per Annum Bonus declared during the last Fifteen Years on all Profit participating Policies of Two Years' standing.
The utmost liberality practised in the settlement of all Claims, with the representatives of deceased Assurers.
An Assurance for any sum not exceeding £1000 can be effected with the Undersigned without reference to Head-quarters.
By special authority of the Board, Claims are settled at once by the Undersigned without reference to England.
Fees to Medical Referees paid by the Company.
No forfeiture of Policy from unintentional mis-statement.
Premiums payable Half-yearly or Annually at the option of the Assured.
Annual Premiums for an Assurance of £100 for the whole term of Life, including £2.10s. per Cent. for Foreign Risk, which will be deducted during a visit to or a permanent resident in Europe—

AGE.	WITHOUT PARTICIPATION.	WITH PARTICIPATION.
15	£3 19 8	£4 6 6
20	4 3 8	4 9 4
25	5 2 9	4 14 2
30	4 13 11	4 19 9
35	5 0 0	5 6 2
40	5 8 0	5 14 1
45	5 17 11	6 4 6
50	6 11 7	6 18 3
55	7 11 1	8 0 4
60	8 16 0	9 8 7

N.B. Intermediate ages charged proportionally.
For Forms, for effecting Life Assurances, and for any further information, apply to
ROB. S. WALKER & Co., Agents,
Hongkong, September 3, 1864.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.
RUSSELL & Co.,
Hongkong, February 6, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned having been appointed Agents in China for the above Company are prepared to grant Policies covering Marine Risks, at the current rates.
RUSSELL & Co.,
Hongkong, July 6, 1866.

BATAVIA SEA & FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above named Company are prepared to grant Policies against SEA RISKS, at current rates.
RUSSELL & Co.,
Hongkong, April 1, 1866.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.
A DIVIDEND OF (8 per Cent.) Eight per Cent. has been declared on the Net Profits contributed to the above Association for the year ending 30th September, 1866.
Policy HOLDERS will please send in particulars of their contribution to that date to the Undersigned.
RUSSELL & Co.,
Hongkong, September 7, 1867.

YANG-TSE INSURANCE ASSOCIATION OF SHANGHAI.
THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.
In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent. of the profits of the Company for that year divided pro rata to the amount of premium paid by each policyholder.
RUSSELL & Co.,
Hongkong, March 2, 1867.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
SARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against Sea Risks on the usual terms.
SIEM-SEN & Co.,
Hongkong, August 1866.

SARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.
RAYNAL & Co.,
Macao, Aug. 4, 1866.

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.
PAID UP CAPITAL, \$500,000.
THE Undersigned having been appointed Agents in Hongkong and China for the above Company, are prepared to grant Policies at current rates.
OLYPHANT & Co.,
Hongkong, August 9, 1867.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company are prepared to grant Marine Risks at current rates.
AUGUSTINE HEARD & Co.,
Hongkong, March 6, 1868.

ALBERT LIFE ASSURANCE COMPANY.
ESTABLISHED 1838.
CAPITAL, £500,000.
Managing Agents in China, — Messrs. AUGUSTINE HEARD & Co., Hongkong, Medical Referees, — J. IVOR MURRAY, Esq., M.D.
THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.
For further particulars, forms of proposals, &c., apply to
AUGUSTINE HEARD & Co.,
Managing Agents in China,
Hongkong, June, 1867.

OCEAN MARINE INSURANCE COMPANY.
LONDON.
Incorporated 1859.
CAPITAL, £1,000,000.
THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.,
Hongkong, June 6, 1867.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information apply to
ARNHOLD KARBBERG & Co.,
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

SUN FIRE OFFICE.
THE Undersigned having been appointed Agents for the above Office, are prepared to grant Policies against FIRE, on the usual Terms and Conditions.
Risks will also be accepted at the following Ports:—
Canton, by Messrs DEACON & Co.
Macao, " E. L. LANG, Esq.
Amoy, " Messrs BOYD & Co.
Fulchau, " Messrs KINNEAR & Co.
Full particulars of Rates, &c., may be obtained on application to
ADAM SCOTT & Co., Agents,
Hongkong, May 22, 1866.

INSURANCES.
ALBERT LIFE ASSURANCE COMPANY.
ESTABLISHED 1838.
CAPITAL, £500,000.
Managing Agents in China, — Messrs. AUGUSTINE HEARD & Co., Hongkong, Medical Referees, — J. IVOR MURRAY, Esq., M.D.
THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.
For further particulars, forms of proposals, &c., apply to
AUGUSTINE HEARD & Co.,
Managing Agents in China,
Hongkong, June, 1867.

OCEAN MARINE INSURANCE COMPANY.
LONDON.
Incorporated 1859.
CAPITAL, £1,000,000.
THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.,
Hongkong, June 6, 1867.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
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ARNHOLD KARBBERG & Co.,
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

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Risks will also be accepted at the following Ports:—
Canton, by Messrs DEACON & Co.
Macao, " E. L. LANG, Esq.
Amoy, " Messrs BOYD & Co.
Fulchau, " Messrs KINNEAR & Co.
Full particulars of Rates, &c., may be obtained on application to
ADAM SCOTT & Co., Agents,
Hongkong, May 22, 1866.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE DIRECTORS have the pleasure to announce the appointment of Messrs Holliday, Wise & Co. as agents for the Company at Hongkong, Shanghai, Canton, Hankow, and Fulchau, who are prepared to grant Insurances at current rates and of whom all needful information may be obtained.
By Order of the Board,
JAS. B. NORTHCOTT, Secretary.

UNION INSURANCE SOCIETY OF CANTON.
NOTICE.
MR. ROBERT WATMORE will assume the duties of Secretary to the UNION INSURANCE SOCIETY OF CANTON, on the 1st of April, 1868.
By order of the Directors,
C. D. WILLIAMS, Secretary.

**AT the request of the Undersigned, Messrs GIBB, LIVINGSTON & Co., have taken temporary charge of the following Insurance Companies:—
Phoenix Assurance Company,
Liverpool and London and Globe Insurance Company,
London and Provincial Marine Insurance Company,
Universal Marine Insurance Company Limited.
SMITH, KENNEDY & Co.,
Agents,
Hongkong, July 2, 1867.**

NORTH CHINA INSURANCE COMPANY.
NOTICE.
Notice is hereby given that an Agency of this Company has been opened in Macao, under the care of Messrs Margesson & Co., and that Captain Carroll has been appointed Surveyor for the Company at that Port.
By order of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.

SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL, FIVE MILLIONS OF DOLLARS.
COURT OF DIRECTORS.
Chairman, — GEORGE JOHN HELLAND, Esq.
Deputy Chairman, — GEO. F. HEARD, Esq.
W. H. FOSTER, JR., JULIUS MENKE, Esq., JAMES B. TAYLOR, Esq., SOLOMON D. SASSOON, Esq., A. JOSE, Esq., WILLIAM LEMANN, Esq., JAS. P. DUNCANSON, Esq., Managers.
Hongkong, . . . VICTOR KRESSER, Esq., Chief Manager.
Shanghai, . . . DAVID MACLEAN, Esq., LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
For 6 months, 4 per cent. " "
For 12 months, 5 per cent. " "
LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRESSER, Chief Manager.
Offices of the Corporation, Wardley House, No. 1, Queen's Road, Hongkong, March 2, 1868.

STAM TUG.
The Company's powerful Steam Tug Jane (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.
For further particulars, apply at the Office of the Company, d'Aguilar Street Hongkong.

JOHN S. LAPRAIK, Secretary.
N.B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.
Hongkong, October 13, 1866.

BOILERMAKERS' DEPARTMENT.
The company in Hongkong, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

FOUNDRIES.
Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.
STORES.
The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STAM TUG.
The Company's powerful Steam Tug Jane (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.
For further particulars, apply at the Office of the Company, d'Aguilar Street Hongkong.

JOHN S. LAPRAIK, Secretary.
N.B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.
Hongkong, October 13, 1866.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
THE Company respectfully beg to call the attention of Ship Owners, Agents and Masters to their Establishments at Hongkong and Whampoa, which offer every facility for the DOCKING and REPAIR of Vessels of all classes.
Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.
The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 15½ feet at Spring Tides.
The Work Sheds comprise the different Departments of the Shipwright, Blacksmiths, Boiler Maker, and Foundry—possessing all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.
The Stores in the different Departments consist of the best Materials, which can be supplied to Vessels on the most reasonable Terms.
A Jetty, with a powerful Lifting Shears, alongside of which Vessels can lie and take out Masts, Boilers, &c.
A Steam Tug always in readiness to Tow Vessels to the Docks, free of charge, and will tow them back to anchorage or to sea at reduced Rates.
All Work carried on under the superintendence of experienced Europeans.
For further particulars, apply at the Company's Office, Pedder's Wharf, Praya, Hongkong.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
CAPITAL—£750,000.
IN 1,500 SHARES OF £500 EACH.
THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship-owners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.
The following description of the Premises is submitted for the information of the Public.
ABERDEEN DOCK.
DOCK No. 1.
Built of GRANITE.
Length, 330 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 18½ "
do. Neap Tides, 16 "
NEW DOCK, No. 2.
Built of GRANITE.
Length, 400 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 24 "
do. Neap Tides, 21½ "
This Dock is now under course of construction.
WHAMPOA DOCKS.
DOCK A.
Built of GRANITE.
Length, 550 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 16½ to 17½ "
do. Neap Tides, 13½ to 16½ "
This can be used either as one or two Docks.
DOCK B.
Built of GRANITE.
Length, 340 feet.
Breadth, 60 "
Depth of Water at Spring Tides, 18 "
do. Neap Tides, 15 "
The above are the largest Docks in China and they are fitted with every appliance in the way of Calissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.
DOCK C.
Built of Wood.
Length, 260 feet.
Depth of Water at Spring Tides, 14 "
do. Neap Tides, 11 "
Fitted with Calissons and Steam Pumps.
DOCK D.
Length, 164 feet.
Depth of Water at Spring Tides, 12½ "
do. Neap Tides, 9½ "
DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides, 11 "
do. Neap Tides, 8 "
D. and E. are Mud Docks available for small vessels, at very low rates.
WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKERS' DEPARTMENT.
The company in Hongkong, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
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DOCK.
UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
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Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.
The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 15½ feet at Spring Tides.
The Work Sheds comprise the different Departments of the Shipwright, Blacksmiths, Boiler Maker, and Foundry—possessing all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.
The Stores in the different Departments consist of the best Materials, which can be supplied to Vessels on the most reasonable Terms.
A Jetty, with a powerful Lifting Shears, alongside of which Vessels can lie and take out Masts, Boilers, &c.
A Steam Tug always in readiness to Tow Vessels to the Docks, free of charge, and will tow them back to anchorage or to sea at reduced Rates.
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NEW DOCK, No. 2.
Built of GRANITE.
Length, 400 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 24 "
do. Neap Tides, 21½ "
This Dock is now under course of construction.
WHAMPOA DOCKS.
DOCK A.
Built of GRANITE.
Length, 550 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 16½ to 17½ "
do. Neap Tides, 13½ to 16½ "
This can be used either as one or two Docks.
DOCK B.
Built of GRANITE.
Length, 340 feet.
Breadth, 60 "
Depth of Water at Spring Tides, 18 "
do. Neap Tides, 15 "
The above are the largest Docks in China and they are fitted with every appliance in the way of Calissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.
DOCK C.
Built of Wood.
Length, 260 feet.
Depth of Water at Spring Tides, 14 "
do. Neap Tides, 11 "
Fitted with Calissons and Steam Pumps.
DOCK D.
Length, 164 feet.
Depth of Water at Spring Tides, 12½ "
do. Neap Tides, 9½ "
DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides, 11 "
do. Neap Tides, 8 "
D. and E. are Mud Docks available for small vessels, at very low rates.
WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKERS' DEPARTMENT.
The company in Hongkong, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

FOUNDRIES.
Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.
STORES.
The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STAM TUG.
The Company's powerful Steam Tug Jane (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.
For further particulars, apply at the Office of the Company, d'Aguilar Street Hongkong.

JOHN S. LAPRAIK, Secretary.
N.B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.
Hongkong, October 13, 1866.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
THE Company respectfully beg to call the attention of Ship Owners, Agents and Masters to their Establishments at Hongkong and Whampoa, which offer every facility for the DOCKING and REPAIR of Vessels of all classes.
Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.
The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 15½ feet at Spring Tides.
The Work

Post-Office Notifications.

MAILS BY THE "CHINA"
The Contract Packet "CHINA" will be dispatched with the usual Mails for Europe, &c., on WEDNESDAY, the 22d April, at 7 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 9 P.M. on the 21st April; Letters, &c., may be posted in the night box from 9 P.M. on the 21st April until 5 A.M. on the following morning.
All Letters posted between 5 and 6 A.M. on the 22nd April will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.
The latest time for posting Letters at this Office is 4 A.M. and for Newspapers, Books, or Patterns 5 A.M. on the 22nd April.
Further, late letters (but Letters only) addressed to the United Kingdom and Colonies, or to Singapore, may be posted on board the Packet from 6.30 to 6.50 A.M. on payment of a late fee of 48 cents each, in addition to the postage, after which no Letters can be received.
Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building.
All correspondence for places to which prepayment is compulsory must be prepaid in Hongkong Postage Stamps.
Insufficiently-stamped Letters addressed to the United Kingdom will be sent on, charged with a fine of One Shilling in addition to the postage.
Letters posted after 5 A.M. on the 22d April will not be forwarded unless the Late Fee as well as the postage is prepaid.
Letters insufficiently stamped or unstamped addressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 9 P.M. on the 21st April, will be returned until after the mail is closed.
Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the stamp or stamps representing the late fee should be placed on the lower-left-hand corner.
All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22nd January, 1864, and no other Coins, but those therein specified will either be received or given in change as fractional parts of a Dollar.
Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, April 9, 1868.

Houses and Lands.

TO LET.
FOUR Large ROOMS on Second Floor above the Office of the Underigned, 44, Queen's Road, at present occupied by Messrs C. Hock & Co. Possession can be taken on the 1st of January, 1868.
For Terms, &c., apply to
G. DUBOST & Co.
Hongkong, November 6, 1867.

TO LET.
THE Premises situated in Queen's Road, Stanley Street, and at present occupied by Messrs H. Masson & Co.
For particulars, apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO BE LET.
A SHOP, situated in the best part of the Queen's Road, with Show Cases and Fittings complete.
N.B.—Two First Floor Rooms can be had with above, if required.
Address "Z," care of Hongkong Dispensary.
Hongkong, November 23, 1867.

LIGHTERAGE AND STORAGE.
THE Underigned will undertake to load Cotton, Lard, Coals, and other Merchandise, in their own Boats, and to receive the same on STORAGE in First-class Granite godowns, on Moderate Terms.
ROB. S. WALKER & Co.
Hongkong, March 4, 1866.

TO LET.
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs KLEINER & SANDERS.
For particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1865.

TO LET.
A HOUSE in Spring Gardens, containing 11 four Rooms and Out Houses; Rent, \$28 per month.
Apply at the Victoria Foundry.
Hongkong, March 12, 1868.

TO LET.
TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godowns, rent moderate.
Apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO LET.
THE PREMISES situated at Fadder's Wharf, lately occupied by Messrs AUGUSTINE HEARD & Co. Possession can be taken on the 1st of January 1868.
For further particulars, apply to
THOS. HUNT & Co.
Hongkong, December 30, 1867.

TO BE LET.
A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Room, Verandah, front and back, Kitchens, Servant's Rooms and Godowns on ground Floor.
Apply to
TURNER & Co.
Hongkong, February 8, 1868.

TO LET.
THE BUSINESS PREMISES, formerly occupied by Messrs ANNOLD, KAHN & Co., consisting of Dwelling House, Office, and spacious Godowns.
Possession to be had on the 1st March.
Apply to
JOHN BURD & Co.
Hongkong, February 22, 1868.

Houses and Lands.

TO LET.
N.O. 3, PECHILI TERRACE,
Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, January 24, 1868.

TO LET.
AN OFFICE with Godown and Commodore's Room.
Apply to
MELCHERS & Co.
Hongkong, October 1, 1866.

TO LET.
N.O. 5, PECHILI TERRACE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, February 3, 1868.

STORAGE.
CAN be had in First Class Granite Godowns at Wanchai, on very moderate Terms.
For particulars, apply to
CHARLES RIVINGTON,
At Messrs LANDSTEIN & Co.'s Office,
Stanley Street.
Hongkong, January 1, 1868.

TO BE LET.
Furnished or Unfurnished.
THE Dwelling HOUSE in the Albany at present occupied by Mr N. R. Masson. Occupation can be had in a few weeks. Application can be made to Mr Masson at the Albany.
Hongkong, September 25, 1867.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lot No. 63.
Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s Office,
Hongkong, December 16, 1867.

Intimations.

KÖNIGLICH PREUSSISCHES CONSULAT,
HONGKONG, den 6ten April, 1868.
DIE nachstehende Bekanntmachung des Königlich Preussischen General Consuls zu Schanghai bringt hiedurch zur Kunde der Unterthanen der Norddeutschen Bundesstaaten.
J. MENKE,
Stellvertreter des Königlich Preussischen Consuls.

BEKANNTMACHUNG.
NACH dem Norddeutschen Bundesgesetz vom 25ten October 1867, haben alle Kauffahrtschiffe, der Bundesstaaten, also namentlich die Preussischen, Mecklenburgs, Oldenburgs und der Städte Bremen, Hamburg und Lübeck vom 1ten April 1868 ab als Nationalflagge ausschliesslich die Bundesflagge zu führen.
Dieselbe bildet nach der Königlich im Namen des Bundes erlassenen Verordnung vom 25ten October 1867 ein längliches Rechteck, bestehend aus drei gleichbreiten horizontalen Streifen, von welchen der obere schwarz, der mittlere weiss und der untere roth ist. Das Verhältnis der Höhe der Flagge zur Länge ist wie zwei zu drei. Die Bundesflagge wird von den Schiffen am Heck oder am hinteren Mast—und zwar in der Regel an der Gaffel dieses Mastes, in Ermangelung einer solchen aber am Top oder am Want geführt. Ein besonderes Abzeichen in der Bundesflagge oder einen Wimpel zu führen, ähnlich demjenigen Kriegsmarine des Norddeutschen Bundes, ist den Kauffahrtschiffen nicht gestattet.
Die Loosensflagge der Norddeutschen ist die neue Bundesflagge im kleinen Format, rings umgeben von einem weissen Streifen, dessen Breite gleich der der inneren Streifen ist.
Die Kauffahrtschiffe haben die Bundesflagge nicht zu hissen, sobald sie ein Schiff oder Fahrzeug der Bundeskriegsmarine, eine Festung oder ein Küstenfort passieren, daselbst gilt bei der Begegnung mit Kriegsschiffen befriedigter Mächte auf See.
Nach § 18 des Flagengesetzes genügen die bisher von den einzelnen Landesbehörden erteilten Certificate auch zur Führung der Bundesflagge. Alle neu mit internationalen Consular-Certificaten versehenen norddeutschen Schiffe haben indessen sofort ihre Eintragung in der Heimath zu bewirken.
Königlich Preussisches General Consulat,
TETTENBORN.
Shanghai, den 31 sten März, 1868.

KÖNIGLICH PREUSSISCHES CONSULAT.
HONGKONG, DEN 5TEN MÄRZ, 1868.
DIE nachstehende Bekanntmachung des Königlich Chinesischen Geschäftsträgers zu Japan wird hiedurch zur Kunde der preussischen Unterthanen und Schutzgenossen gebracht.
J. MENKE,
Stellvertreter des Consuls.

BEKANNTMACHUNG.
Da nach offiziellen Nachrichten in Japan der Krieg zwischen Seiner Majestät dem Mikado und dem Taikuhn ausgebrochen ist, und die Beobachtung strenger Neutralität dadurch notwendig wird, so macht der Unterzeichnete Geschäftsträger Seiner Majestät des Königs von Preussen in Japan die preussischen Unterthanen und Schutzgenossen darauf aufmerksam, dass eine Betheiligung an dem Kriege, selbst in der Eigenschaft als Nicht-Combattant, die Zuführung von Krieges- und Transportschiffen, die Zuführung und Beförderung von Militärpersonen, Depeschen und zur Krieges-contrahende gehörigen Gegenständen in preussischen Kauffahrtschiffen für irgend einen der beiden Theile nach den Grundsätzen des Völkerrechts eine Verletzung der Neutralität in sich schliessen und als feindselige gehandelt werden können.
Die im Militärdienste befindlichen Personen können daher nach Kriegesgebrauch behandelt werden, während die Schiffe und sonstigen Transportmittel der Wegnahme und Confiscation unterliegen; welche auch auf die Uebrigc, etwa vorlandende, Neutralität gebührende Ladung ausgedehnt werden kann.
Vede Verletzung der Neutralität durch preussische Unterthanen und Schiffe würde dieselben ausserdem der Gefahr aussetzen, ihrer Ansprüche auf den Schutz der Königlich Preussischen Regierung sowie auf die in dem preussisch-japanischen Verträge gesicherten Rechte und Privilegien verlustig zu gehen.
Hogo, Kōbe, den 18ten Februar, 1868.
Der Königlich Chinesische Geschäftsträger.
(gez.) VON BRANDT.

Intimations.

INTERNATIONAL DISPENSARY.
THE Underigned having purchased the Business of the QUEEN'S ROAD DISPENSARY, 23, Wellington Street, which will for the future be carried on under the name of the INTERNATIONAL DISPENSARY, hope by the strictest attention to business, and a determination to deal only in Drugs, Chemicals and Druggists' Sundries of the best quality, to obtain a fair share of the public patronage.
English, French and German Prescriptions accurately prepared.
Teeth carefully extracted or stopped, and all the minor operations in Surgery skilfully performed.
Photographic Chemicals, Chemical Apparatus and Tests sold. Analysis conducted. English, American and French Patent Medicines.
Soda Water, Lemonade, Gingerade, Potass, Magnesia and Seltzer Water of a superior kind supplied at reduced prices.
Dispensing and Analytical Chemists.
INTERNATIONAL DISPENSARY,
No. 23, Wellington Street,
Nearly opposite the R. C. Cathedral.
Hongkong, April 4, 1868.

Mr. JOHN CLARK,
ARCHITECT AND CIVIL ENGINEER.
Member, Institute of Civil Engineers, London; and Fellow, Royal Institute of British Architects.
Office—3, Alexandra Terrace,
Hongkong, March 25, 1868.

NEWS AGENCY.
J. B. MORRIS, News Agent, Hongkong, being now prepared to receive orders for any Newspaper or Magazine published in England or the United States of America, at prices as low as those charged by any home agency, begs to solicit the support of the reading Public, and assure those who may favor him with their orders that the same shall be executed faithfully and promptly.
The latest copies of the best English and American Newspapers received by every mail steamer, also the latest copies of the Shanghai and Japan Presses.
For subscription lists, with prices, &c.
Apply to
J. B. MORRIS,
Care of Messrs BOWRA & Co.,
Hongkong,
Hongkong, March 4, 1868.

THE CHINA MAGAZINE.

A WEEKLY MISCELLANY, 24PP. IMPERIAL 8VO.
Illustrated with Photographs.
Conducted by C. LANGDON DAVIES, Published for the Proprietor by NORMAN & SONS, Government Printers, HONGKONG.
Shanghai: A. B. CARVALHO;
London: W. ALLEN & Co.;
Paris: G. BONNAN.
By any of whom subscribers' names will be received.
Delivered Carriage free to Subscribers only.
Quarterly Subscription:
In China, the Straits, Saigon, Manila, Bangkok, &c., ... \$7.50.
In Great Britain, ... £2.
In France, ... Frs. 50.
Hongkong, March 18, 1868.

NOTICE.

RENTS and Accounts collected with punctuality and despatch.
And,
Distraint WARRANTS for Rent issued and executed.
Security if Required.
HENRIQUE RODRIGUES.
Hongkong, March 18, 1868.

NOTICE.

RENTS and Accounts COLLECTED with punctuality and despatch.
And,
Distraint WARRANTS for Rent ISSUED and EXECUTED.
Security, if required.
THOS. W. BARRINGTON,
63, Wyndham Street,
Hongkong, February 17, 1868.

CONFECTIONERY, ICE CREAMS, &c.
THE Underigned beg to inform their Friends and the Public that they have opened the Premises Nos. 88 and 90, Queen's Road Central, lately known as the "ALBION HOTEL," as a Café, and for the sale of CONFECTIONERY of all descriptions, manufactured by a thoroughly competent European artist.
In connection with the above is also a BAKERY, under the charge of an experienced European, from which the best English and French Bread, Brown Bread, Ship Bread, Biscuits, &c., of all descriptions, will be supplied at moderate rates.
Ice Creams, Ornamental Cakes of all descriptions, Bon Bons, Pies, Jellies, Syrrups, &c., &c., of the Best quality supplied on the shortest notice.
A Private Room, Large Airy Billiard Saloon, and Piano, for the recreation of Visitors.
The undersigned hope by supplying none but first-class articles, and by strict attention to business, to merit a share of the public Patronage.
F. FRANCOIS & Co.
Hongkong, March 16, 1868.

SHANGHAI STEAM NAVIGATION COMPANY.

NOTICE.
HOLDERS of Certificates of Shares in the Shanghai Steam Navigation Company are requested to send them to the agents of the Company, to be replaced by Receipts representing the amount of the old shares and the stock dividend added, pending the issue of New Share Certificates.
ROWLEY MILLER,
Secretary & Auditor.
Shanghai, 24th February, 1868.

NOTICE.
THE Steamers "PRINCE ALBERT" and "SIR JAMES F. JEFFERY" are withdrawn from the Canton River as Night Boats until further notice.
Hongkong, November 15, 1867.

Intimations.

THE Members of the late Hongkong Volunteer Corps are hereby requested to return without delay to the Underigned the RIFLES they have been allowed to retain pending sanction for their purchase, the same not having been allowed.
H. COHEN.
Hongkong, March 13, 1867.

VIEW OF HONGKONG.
R. BAPTISTA begs to inform the Residents of Hongkong that he will be prepared to receive orders for COLOURING the Lithographic View of Hongkong issued with the Overland China Mail of 15th Nov. at the following rates:—
Full Coloured, ... \$5.
Washed in, ... \$3.
Stained in Fencil, ... \$1.50.
A Specimen of the Full Coloured Lithograph can be seen at this Office.
Hongkong, November 7, 1867.

HOLLOWAY'S PILLS & OINTMENT.
HOLLOWAY'S PILLS.
THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the climates of India and China as this fine and invigorating medicine. It is particularly adapted to the constitution of European ladies, as it is never failing in its effects in all diseases peculiar to females, while those who are attenuated by the debilitating effects of the above climates will find in this wonderful remedy a kind of talisman whereby they may insure a restoration to robust health.
HOLLOWAY'S OINTMENT.
The science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the climates of India and China. It is the true friend of the Soldier and Civilian, as certain old sores can be removed by it that cannot be conquered by any other treatment.
Hongkong, February 1, 1867.

SAILORS' HOME, WEST POINT.
Trustees.
The Hon. J. WHITTALL, Esq.,
Hon. JOHN DENT, G. THOMSETT, Esq.,
Esq. R. N.
WARREN DELAND,
Jr. Esq.

Directors.
H. B. GIBB, Esq., W. ADAMSON, Esq.,
WALDEMAR NISSEN, Esq.,
PALANZ FRAMJE, Esq.,
A. HEARD, Esq.,
H. B. LEMANN, Esq.,
Committee of Management.
The Hon. J. WHITTALL, Esq., Chairman.
THOS. SUMMERLAND, H. G. THOMSETT, Esq.,
Esq. R.N.
G. J. HELLAND, Esq.

Donations of Books, Periodicals, Newspapers, Clothes, &c., will be most thankfully received.
Captain A. OVERBURY, assumes the duties of Superintendent from this date, to whom or to the committee any information required in connection with the "Home" should be applied for.
Hongkong, September 21, 1866.

SEAMEN'S HOSPITAL, HONGKONG.

TERMS OF ADMISSION.
1st Class (Private Room), per day, \$3.00
2nd " (2 Beds), " " " \$2.60
3rd " (Public Wards), " " " \$0.75
These Charges are inclusive of all Medicines and Attendances, but exclusive of Wines or Articles not in the recognised Dietary Table.
All orders for Admission to Hospital must be countersigned by some responsible Person or Person resident in the Colony.
Patients are also admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended:—
1st Class, ... \$60.
2nd " ... \$40.
3rd " ... \$20.
By order,
W. PATERNON,
Treasurer.
Hongkong, January 1, 1868.

LLINGWORTH & Co., having established themselves at West Point, next below the HONGKONG and CHINA COAST CO., are prepared to do all kinds of ENGINE AND BOILER WORK of any description.
They have also erected a FOUNDRY on the Premises, and are prepared to execute all kinds of IRON AND BRASS CASTINGS.
And hope that by a strict attention to business and moderate charges, to merit a share of the public patronage.
Hongkong, August 22, 1867.

BOWRA & Co.,
ATTORNEYS, SHIP CHANDLERS, SAIL-MAKERS, WINE AND SPIRIT MERCHANTS, AND GENERAL COMMISSION AGENTS, QUEEN'S ROAD, HONGKONG.
Water Boats in constant readiness to supply Ships with Pure Fresh Water.
Sails made and repaired on the Premises.

Mr WILLIAM GASKELL,
ATTORNEY, SOLICITOR, PROCTOR AND NOTARY PUBLIC.
REMOVED to No. 2, CLUB CHAMBERS, D'Aguiar Street.
Opposite Messrs DOUGLAS LAFRAIK & Co.
Hongkong, August 28, 1866.

TO HOUSE-KEEPERS & SHIP MASTERS.
PATERSON & HANDLEY,
House and Ship Plumbers, Copper and Zinc Workers, and Gas Fitters, 16, Queen's Road West, and Acheong's Yard, Praya West.
Hongkong, November 4, 1867.

Intimations.

BROWN, JONES & Co., UNDERTAKERS.
MONUMENTS and HEAD-STONES
ERECTED, in the Best Style.
LEAD and METALLIC COFFINS, on the Shortest Notice.
Apply to G. M. BROWNE,
Hollywood Road, Corner of Aberdeen St.

WM. DOLAN, SAIL MAKER, &c.
Duddell Street,
(Opposite French Consulate.)
Hongkong, April 2, 1866.

FRANK & J. DOLAN,
General & Commission Agents
MACASSAR.

NOTICE.
THE Underigned beg to inform Masters of vessels bound to this port, that they have always a large Stock of CANVAS, EUROPEAN ROPE, TWINE, and other Shipchandlers' Stores, as well as Salt Provisions continually on hand, which they are able to dispose of, at as reasonable rates as they can be purchased at in any of the China Ports.
K. RUTH HENISZEN & Co.
Manila, June 22, 1866.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO)
KINGSDON & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS)
ENGLISH and FOREIGN CHEMIST.
VICTORIA DISPENSARY, HONGKONG.
SHIPS' MEDICINE CHESTS
SUPPLIED & REFITTED.
Hongkong, May 1, 1867.

Published weekly.—Subscription (Exclusive of postage) 12s. 12 per annum; payable in advance.

SUPREME COURT AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA AND JAPAN.
THE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Bankruptcy; Original Articles; Notes and Queries on Legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.
Advertisements will be charged 1s. 1 per 10 lines, for the first insertion, and 50 cts. per 10 lines, for each subsequent insertion.
Shanghai, January, 1867.

NOTICE.
It is hereby notified that the portion of Robinson Road which lies between Castle Road and Bonham Road is CLOSED to the Public from this date during certain Alterations and Repairs.
By order,
W. WILSON,
Surveyor General's Office,
Hongkong, December 17, 1867.

WANTED by a YOUNG MAN, a situation as Clerk or Book-keeper. A nominal salary would be accepted, immediate employment being a greater object. Highest references can be given.
Address "R," China Mail Office.
Hongkong, December 27, 1867.

WANTED
By a Gentleman that served, a Situation as BOOK-KEEPER and ACCOUNTANT. Good shorthand writer; thoroughly understands Shipping and Insurance. Address "H. B. B." Office of this paper.
Hongkong, January 18, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE TO SHAREHOLDERS.
THE Fee on the Transfer of Shares in the Corporation will henceforth be One Dollar for each Certificate issued, instead of Twenty-five Cents upon each individual Share as formerly.
VICTOR KRESSER,
Chief Manager.
Hongkong, March 11, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from the 1st to the 15th day of February next (both days included), during which period no transfer of Shares can be registered.
VICTOR KRESSER,
Chief Manager.
Hongkong, January 21, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND declared for the Year ending 31st December last, at the rate of Twelve per cent. per annum, say \$7.50 per paid-up Share of \$125, and \$1.50 per Share on which \$25 have been paid, is payable on and after MONDAY, the 17th inst., at the Offices of the Corporation, Wardley House, Queen's Road, where Shareholders are requested to apply for Warrants.
By order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, February 14, 1868.

THE UNION DUCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
SHAREHOLDERS are requested to take notice that the Fourth CALL of Two Hundred Dollars is made in two Instalments of One Hundred Dollars each per Share. First of which will fall due on the 15th of March, and the second on the 30th of April next, and will be payable at the Office of Hongkong and Shanghai Banking Corporation, where Receipts for the payment thereof will be granted by the Manager.
Interest at the rate of twelve per centum per annum will be charged after the above date.
By order of the Board of Directors,
J. B. ENDICOTT,
Secretary.
Hongkong, January 24, 1868.

West Point, bearing N. by W. $\frac{1}{2}$ W. 2½
miles from Batu point, is bold pretty close
on the south and west parts, but on the
north part a reef begins to extend from the
shore and tends away from the point in a
northerly direction, passing outside Seng-
ga islet. West point is moderately ele-
vated land presenting a round shelving
appearance, and from it the coast line tends

to the north-eastward, forming the eastern side of the north entrance of Rho Strait. The Sengera are a ledge of flat rocks, lying a quarter of a mile N. E. from West point. Rocks, part of the shore reef and covered at high water, extend a short distance outside the group, and at low water, detached rocks will be seen nearly as far as West point.

Malang Jarong is a small islet, covered with trees, lying half a mile north from Sengera rocks, on the edge of the reef fronting the shore, which here extends more than a third of a mile off.

Pulo Kera, or Sengera, is a small island lying N. E. 1/2 N. 2 miles from Malang Jarong and close off Kalumpung point. It is of an oblong form, about 80 feet high, and will be recognized by the coast near it receding to the E. N. E., in the direction of the Subong river.

The reef which fronts the coast from West point, follows the trendings of the coast, and passes a quarter of a mile outside Kera, and then trends to the eastward, fronting the southern coast of the large light between Kera and Subong point.

A shoal bank with less than a fathom water over it in one place, and 1 1/2 to 3 fathoms elsewhere, fronts the shore reef above mentioned; the 3-fathoms line which marks its edge takes from Malang Jarong island a N. N. E. direction for about a mile, where it trends a point more to the eastward and passes about half a mile outside Pulo Kera; from thence it trends away with an irregular outline to the Subong point, passing 1/2 mile outside the Pan and a group of rocks E. N. E. from it. This bank between Malang Jarong and Kera is steep to under a depth of 8 fathoms, and must be carefully avoided.

Netscher shoal, the outer part of which lies half a mile outside the shoal bank just described, is very dangerous, for there is less than a fathom water on its north-west extreme, and less than 3 fathoms everywhere else. It is a somewhat circular shaped shoal, about half a mile in extent, composed of hard sand and coral, and from the outer edge Pulo Kera bears S. by W., distant 1 1/2 miles, and the extreme of Tanjung Subong N. E. by E. 1/2 E. 4 1/2 miles. Close to the western side of this danger are 10 and 6 fathoms, and the lead cannot be depended upon to give a vessel approaching it warning in time to avoid it.

Subong bay, the deep bight between Pulo Kera, and Subong point, is nearly filled up with reefs which extend 1/2 mile from the shore in the depth of it, and there are also several outlying rocks elevated a few feet above high water. The outer of these, named outer rock, is about 10 feet high; it lies E. N. E. 1/2 miles from Netscher shoal, and N. E. 1/2 N. 2 1/2 miles from Pulo Kera. The Pan, a rock which dries 6 feet at low water, lies 1/2 mile southward of it, just inside the 3-fathoms line of the shore bank. A single rock, about 6 feet above high water, lies E. by S. 1/2 miles from outer rock, and E. S. E. 1/2 miles from outer rock is a small group, one of which presents a square appearance; this group like the Pan, is just inside the 3-fathoms edge of the shore bank. N. E. 1/2 N. 1 1/2 miles from the group just described, the 3-fathoms line projects to the north-westward forming a small bay between it and Square rock a third of a mile deep, where there is safe anchorage in 4 fathoms; between this projection of the bank, and the islet of Subong point, the 3-fathoms edge rights back somewhat, and forms another small bay.

The depths between Netscher shoal, the Pan, and Outer rock are from 3 1/2 to 5 fathoms; and between Outer rock, Crocodile shoal, and Subong point 3 1/2 to 7 fathoms.

Crocodile shoal is a small patch of hard sand with 3 fathoms water over it, and is the outer of the dangers of this part of Bintang. It lies N. E. 1/2 N. 2 1/2 miles from Pulo Kera, and W. 1/2 S. 2 1/2 miles from Subong point. Close to the west and north-west sides of this shoal are 6 to 8 fathoms, and 4 1/2 fathoms a quarter of a mile from it on the north-east side.

Kera island bearing S. S. W., leads nearly half a mile westward of the Crocodile; and Pulo Nongsa bearing West, or the islet of Subong E. 1/2 S., leads half a mile to the northward. Barukit hill N. by W. 1/2 W., will also lead to the westward.

Directions.—Saw light-house bearing S. S. W. 1/2 W., clears the shoal bank N. N. E. of Malang Jarong, as also the Netscher and Crocodile shoals; it is a good guide for strangers when working near this rather dangerous coast.

Subong point is the north-west extreme of Bintang and the north-east limit of Rho Strait. It bears from Kera island N. E. 1/2 E. 1/2 miles, the coast between forming a deep bight, at the head of which is the entrance of the Subong river. A small islet lies off the point of the point, and S. W. by W. a third of a mile from the islet is a sunken rock. Some islets also lie close to the coast S. E. from the point.

The soundings in Rho Strait are too irregular to give any useful description of them, but they will be readily understood by reference to the chart which these directions are intended to accompany.

Tides.—The flood tide wave in the China sea comes from the northward and, being divided by the island of Bintang, sweeps round its shores and flows into Rho Strait at both ends, the stream from Singapore Strait meeting that from the southward in the space between Tiemara island and Rho. The main body of the southern stream takes a general westerly direction for Dumpe Strait, much of it deepening to the southward through the channels dividing the several groups of islands lying between Misana and Dumpe, and a portion turning off to the north-west, in the direction of Garra, this last is joined by the streams flowing through the Siolon and adjacent channels, which gradually trend away to the north-westward after they enter the strait.

The Monsoon and Currents of the China sea very much affect the regularity of the Tides, which are strong and, at the springs, rush with great velocity through the channels among the islands, forming numerous eddies, and stirring up the mud. In the narrow part of the strait, about West point, this is particularly the case, the tide running from 3 to 4 knots, and sometimes even 4 1/2 and 5 fathoms knots.

Directions through Rho Strait to Singapore.—Directions to proceed from Bank Strait outside Linga island are given at page 184. A vessel intending to proceed through Rho Strait, and having brought Tanjung Bung, the eastern extreme of Linga island, to bear S. S. W. 1/2 W., and Great Domino East, should steer about N. W. 1/2 N., which, if proper care be taken to guard against the effects of the tide, will take her to the fairway at the entrance of Rho Strait, with Pulo Gin—which will be the first land seen

on the starboard bow—bearing about N. E. 1/2 E., or on the starboard beam, and flooding peak about S. S. W. 1/2 W. In this track, if the course is duly preserved, the vessel will pass 7 or 8 miles outside Crocodile rock, and 5 or 6 outside the Fly and Pollux, and will have for about half the distance soundings of 12, 14, or 13 fathoms, when the depths will soon increase to 15, 17, or 21 fathoms. These deeper soundings will continue for 7 or 8 miles, when the depths will suddenly decrease to 12, 11, or 10 fathoms, on the mud-bank, (page 179) which runs in a S. S. W. direction from abreast of Pulo Gin. The soundings upon this part of the bank do not appear to be very regular, and it would seem that a vessel might get a cast of 19 or 20 fathoms when passing over it. After she is fairly over the bank the soundings will deepen to 15 or 14 fathoms, and continue so for 3 or 4 miles, when they will again become irregular, varying from 12 or 13 to 10 or 20 fathoms, until Pulo Gin is brought on the starboard beam.

Rondo, the small round island, on the west side of the strait, and to the southward of this, the peak of Rodong, the only hill of this feature in the vicinity, with South-west hill on Siolon, Talang island, and the extreme land to the eastward (Pulo Gin, with a flat peak near its centre) will, at a distance of 14 miles, readily show the approach to the narrow part of the strait, which, at a nearer distance, the Topies, Alligator, and other islands, cannot fail to point out the main channel.

Having brought the south end of Pulo Gin ahead, a N. W. 1/2 W. course will lead to the entrance of the narrow part of the strait, and Table hill, which is flat on the summit, and stands on the southern part of Galang island, should be seen a little on the port bow. In entering, however, towards the islets near Galang, where is the deepest water and avoid the Topies, which have shoals extending 1 or 2 miles to the S. S. E., and 1 mile from their western sides.

Having arrived abreast of Little Garra, and distant from it about a mile, a N. W. 1/2 N. course will lead through the fairway of the channel till the Loban islands are ahead, a distance of 16 miles. With Little Loban bearing East, distant a mile, a N. by W. course for 7 miles will take the vessel past the West point of Bintang, which will bear about S. E. 1/2 E. by S. 1/2 miles, by E. 1/2 E. course will then lead midway between the Pan shoal and the dangers off the north-west coast of Bintang into Singapore Strait.

The mark for passing eastward of the Pan shoal is to bring Barukit hill N. 1/2 W. or North, but not to the eastward of North, and to steer that course until Johore hill bears N. N. W. 1/2 W., which will lead north-eastward of both Pan shoals. A vessel will be clear of the Little Pan when Pulo Nongsa opens of Nongsa point, and when the passage between the islands and the point comes open, she may steer N. W. and W. N. W. as necessary for Singapore road. If the tide is setting to the westward a sailing ship should be careful, especially in light or contrary winds, to get well over on the northern side of Singapore Strait, otherwise she will likely be carried by the strong current to the westward of St. Johns, unable either to fetch into Singapore road, or from the great depth of water, to come to an anchor.

The sounding does not give sufficient warning to keep a vessel clear of the Crocodile shoal, but in the event of her meeting with baffling or contrary winds or tides and getting over towards this danger, Domino hill, the island lying between the Great Domino and Tanjung Bung, should not be brought to the southward of S. 1/2 W., until the islet off the north-west end of Great Domino bears S. W. 1/2 W. The Fly bank and the Pollux rock must be approached to a less depth than 13 or 12 fathoms. At night, or in thick weather, a vessel, after having brought Tanjung Bung to bear S. S. W. 1/2 W., and Domino hill East, should steer a N. N. W. 1/2 W. course for about 23 miles, and then N. W. 1/2 W. for about 23 miles which, if proper allowance has been made for the tide, will keep her 10 or 11 miles eastward of the Fly and Pollux shoals, and places her in the fairway at the entrance of Rho Strait, with Pulo Gin on the starboard beam.

Formerly great difficulty was often experienced by strangers in making out the entrance to Rho Strait, on account of the imperfect manner in which the islands between Misana and Dumpe were laid down on the charts; since, however, these have been correctly delineated, seamen, making the Strait for the first time, will readily recognize any of the islands. The high conical peak of Rodang, the most conspicuous object on approaching the strait, should be made out as soon as possible.

Now that the Channel between the two Pan Shoals is known to be clear,—the survey of the Roffman having proved that the reputed Rondo Shoal does not exist,—no difficulty will be experienced in passing between them, especially as they are so well marked by the survey pile beacon on the Great Pan, and an iron nun buoy on the Little Pan; it is only necessary to pass at a reasonable distance from these marks.

To work through Rho Strait from the Southward.—It will seldom happen that a vessel will have to work along, near the islands, from Misana to Dumpe, because it will generally be found advantageous to stand to the northward in case of meeting with a north-westerly wind, but it may occasionally happen that a vessel will derive some advantage by standing towards them, to which case, when near the north side of Misana, in order to avoid the dangers which extend about 1/2 of a mile from that shore, the apex of Binan must not be brought northward of W. by N. To avoid the Rifeman shoal, which lies about 1 1/2 miles eastward of the north-east point of Binan, the eastern extreme of Misana must not be brought east of S. E. 1/2 E., or the northern extreme of Katang Linga north of W. by N. This last also clears the 3 1/2 fathoms patch off the north part of Bintang. The east side of Katang Linga may be approached to the distance of half a mile, and the northern part of this island to within a quarter of a mile. The Solanga islands and Oedik may be neared to a reasonable distance, but care must be taken not to stand within a line drawn from the north extreme of Katang Linga to the north Solanga, or within another drawn from the last named island to Oedik, for reasons stated in the description of these localities.

In standing to the westward towards the south end of Galang island, a vessel may stand towards the Great bank (page 188) to 9 or 8 fathoms; but between the Great bank and East bank should take at the first cast under 10 fathoms, as a 3-fathoms bank projects far out from the island between Selatan and Dumpe, and the soundings decrease suddenly towards it. To avoid this bank and also East bank, the south-east extreme of Selatan island

should not be brought south of W. by S., until Dumpe point, the eastern extreme of the group, is west of N. W. by W. Rondo island bearing S. W. 1/2 S. also leads outside of East bank and all other dangers between that island and Dumpe point, and is a good safe taking mark.

Between Dumpe point and Little Garra a vessel must stand into 8 or 7 fathoms, to avoid Little's reef, the eastern point of Galang, which projects into the bay, must not be brought south of W. 1/2 S. until Little Garra light-house bears westward of N. W. Little Garra should not be approached nearer than a quarter of a mile, nor Great Garra than half a mile, to avoid their reefs; the soundings near the former are deep, 11 to 22 fathoms, but 8 or 9 fathoms will be had half a mile from the reef of Great Garra.

Between Great Garra and East Moebet island, a vessel may stand into 8 or 7 fathoms, but a good taking mark appears to be to keep Little Garra well open of Great Garra, and if this is attended to, it will keep the vessel clear to the eastward of the banks which extend about 1 1/2 miles southward from Moebet.

After passing Moebet, its eastern extreme must not be brought eastward of S. by E., until the southern extreme of Sembolung point bears W. by S. 1/2 S., when the vessel will be clear of the bank which extends north-west of Moebet; from thence to Sembolung point she may stand into 8 or 7 fathoms. E. by N. 1/2 N., 1 1/2 miles from Sembolung point is a patch of coral with 6 1/2 fathoms water over it; and 6 to 8 fathoms near it; but half a mile nearer the point there is a run of deeper water, 11 or 12 fathoms, and close to the reef pointing Sembolung point there is a patch of coral. Sembolung point is fronted by a reef, but the pitch of the point may be passed at a quarter of a mile. The bay between that point and the Tiemara bank is free from danger, and a vessel may stand into it as convenient, but be careful not to bring the south-west extreme of Tiemara island west of W. 1/2 N., nor the north-east extreme of Little Tiemara north of N. W. by N., in order to avoid the Tiemara bank, over which there is as little as 1 1/2 fathoms water.

Little Tiemara should not be approached nearer than half a mile, on account of danger, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger. To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

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To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

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To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

gers near Dessa island. Batu point is held close to; and both it and Dua island may be approached to a quarter of a mile, but not nearer the latter, on account of the reef which fronts it, and near to which are 5 and 10 fathoms. West point of Bintang is bold, and may be approached to a quarter of a mile, and a reef begins at this point which, extending outside Malang Orang and Kera islands, fronts the whole of the north-west coast of Bintang. Malang Jarong may be approached to a quarter of a mile, but Kera island not nearer than 1/2 of a mile. Very close to the edge of the bank which fronts this part of the coast are 7 and 8 fathoms.

After passing Malang Jarong great care must be taken when standing in for the Bintang shore to avoid the dangerous bank which curves away from that island and extends half a mile outside Pulo Kera, and very close to which are 12 or 13 fathoms water; Sawu light-house bearing S. S. W. 1/2 W. will lead well clear of this bank as also of the Netscher and Crocodile shoals. If Sawu light-house cannot be made out after Pulo Kera bears southward of East, Malang Jarong island—which will be seen well clear of the extreme of the land as Netscher shoal is neared—must not be brought west of S. by W. 1/2 W. until the screw pile beacon on the north end of the Pan reef bears W. 1/2 N. A vessel will then be to the northward of Netscher shoal and Pulo Kera may be brought S. S. W. but nothing to the westward, until Subong point bears S. E. by E., by which means a vessel will avoid all the dangers off the north-west coast of Bintang, including the Crocodile shoal.

Directions through Rho Strait from Singapore.—The tide from Singapore meets the flood setting through Rho Strait about the flat reefs; vessels therefore weighing at high-water from Singapore will carry a fair tide through both straits.

The flat-stuff on Fort Camming at Singapore bearing West, leads 2 miles southward of the Johore shoals; and when Johore hill bears North, a vessel will be eastward of them; entering Rho Strait, pass between the buoy on the Little Pan and screw pile beacon on the Great Pan; or pass eastward of the Pan reefs, and do so, be careful not to bring Johore hill to the northward of N. N. W. 1/2 W. until Barukit hill bears North.

After passing the Pan reef a course from S. 1/2 W. to S. by W. 1/2 W., according to the distance that danger is passed, will lead down the fairway of the strait until the vessel has arrived nearly abreast of the West point of Bintang, when S. by E. is the mid-channel course as far as the Loban islands. From thence a course about S. E. 1/2 S. allowing for tide, will lead midway between East bank and Moebet, and between the Garra islands and the Topies, and out of the strait.

To work through Rho Strait from the Northward.—In working between the Pan reefs the large beacon on the north end and the buoy at the south end of the Great Pan will readily point out the situation of that danger, but when standing towards the Bintang shore, in order to avoid the dangerous reef extending 1/2 of a mile from it, care must be taken not to stand inside a line drawn from Malang Orang buoy to the buoy of the Little Pan, nor to bring the eastern extreme of Little Inang east of S. by E. If proceeding by the channel as far as the buoy on the Malang Orang shoal, in about 10 to 16 fathoms water. If this buoy should have disappeared, the eastern extreme of Little Inang if not brought east of S. by E. will lead clear of that danger.

Sawu point, if not brought south of S. W. 1/2 W., will lead clear of the south-eastern so the Pan shoal; and when passing eastward of that danger Barukit hill to be observed, will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

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To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

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To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, must be opened of the eastern extreme of Sawu islet (with the light-house upon it) after passing the Inang shoal buoy, and if this be attended to a vessel will keep outside of all danger as far as the eastern extreme of Sawu, which should not be approached nearer than half a mile on account of the small reef off it.

After passing Little Inang, in standing to the westward, do not shut in the eastern extreme of Sawu island behind Little Inang, which will lead outside the Inang reef, and close to which are 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme kept to the southward of S. E. 1/2 E., will serve as a good taking mark as far as the buoy on the Inang shoal, leading outside the Johanne bank, and clear of all danger.

Garra a vessel may stand into 8 or 7 fathoms; but a good mark for taking is to keep Little Garra well open of the east extreme of Great Garra, and this will also keep the vessel clear of the bank, which will about 1 1/2 miles to the southward of Moebet.

Little Garra island may be approached to a quarter of a mile, but Great Garra not nearer than a mile. After passing Little Garra the light-house must not be brought to the westward of N. W. until the east point of Galang, which projects into the middle of the bay to the southward, bears W. 1/2 S., in order to clear Little's reef. Tyassens shoal, which fills up a great portion of this bay, may then be approached to 9 or 8 fathoms.

Come no nearer than half a mile to Dumpe point, and after passing it do not bring it north of N. W. by W. until the south-east extreme of Selatan is west of W. by S., which will keep the vessel clear of East bank and the shoal bank filling up Selatan bay. Dumpe, or Dumpe, island bearing S. W. 1/2 S. also leads outside of East bank and all other dangers between that island and Dumpe point, and is a good, safe taking mark.

Between Rondo island and Katang Linga a vessel may stand well over as convenient within a reasonable distance of Oedik and Solanga islands, but must avoid standing within a line from the northward of the last named islands to the north-west extreme of Katang Linga. The east side of Katang Linga should not be approached nearer than half a mile, and in order to avoid the Rifeman shoal, which lies about 1 1/2 miles eastward of the north-east point of Binan, the northern extreme of Katang Linga must not be brought north of W. by N. 1/2 N. (which also clears the 3 1/2-fathoms patch off the north part of Bintang), nor the eastern extreme of Misana east of S. E. 1/2 E.

Having passed the Rifeman shoal, if the apex of Binan is not brought to the northward of W. by N. the danger which extends about 1/2 of a mile from the north side of the Misana will be avoided.

Standing to the eastward.—Little Loban should not be approached nearer than half a mile, and after passing it, Sawu light-house in line with its west extreme will clear the west side of Isabella bank. The southern part of the bank will be avoided by not bringing Terkel's light-house east of E. 1/2 N. Between the Isabella shoal and Pankel a vessel may stand well over to depths of 8 or 9 fathoms, but in order to avoid the Soré reefs do not bring Terkel's light-house to the westward of N. by W. or the north end of Pankel to the southward of S. E. 1/2 E.

Little Garra light-house open of the south-west extreme of Pankel will lead clear if the shoal water extending N. N. W. from the north part of that island; its west side may be approached to 8 or 7 fathoms; shoal water extends from the south-west extreme, close to which are 13 fathoms water; it should not be closed nearer than half a mile. The apex of Loban open of the west extreme of Pankel will lead clear of the shoal shoal, and of the shoal bank which extends eastward of Pankel; this mark will also lead to the westward of the shoal water—4 to 5 fathoms—which extends nearly 2 1/2 miles southward of the Topies, and which will be cleared to the southward by keeping Siolon hill open of S. W. hill. The shoal bank, just mentioned, is not dangerous to small vessels which may stand nearer to the Topies, but in order to avoid Rotterdam reef the south-west extreme of Pankel must be kept north of N. W. 1/2 W.

To the southward of the Topies, Alligator island may be approached to half a mile, and a vessel may stand on well into the channel between Siolon and Talang, but must not bring S. W. hill to the west of W. 1/2 N. on account of Thomas shoal. There are many shoal patches between Talang and Pulo Gin, but they all, except the Hendrik Jan rock, wash at low water, lie on the track of ships; the south-east extreme of Talang should be given a berth of at least 2 miles in passing, keeping Subong West hill well open of Talang, until Pulo Terobit bears E. by N.

Directions to Rho from the Southward.—Vessels bound to the anchorage off Rho, having entered the strait should steer for Alligator island, and pass between it and the Topies, taking care to keep clear of Alligator, not farther than a mile from it, to avoid the dangers which more than half a mile south-eastward of the Topies. Having brought the eastern Topie to bear about West, and being about a mile from it, a course about N. W. by N. will lead up to the entrance of the channel between Soré and Basing island. In this track the soundings about a mile off south-west hill will be 6 to 10 fathoms, with occasional casts perhaps a fathom or two deeper; half a mile south of Alligator island 10 or 12 fathoms and 9 or 8 farther to the southward; between Alligator island and the Topies 10 to 10 fathoms, deepening to 15 or 25 fathoms near Alligator island, and decreasing to 7, 6, or 5 fathoms towards the Topies. After having shaped a N. W. by N. course, as above directed, 5 or 4 fathoms will be had for about half the distance to the entrance of the channel between Soré and Basing islands, when they will deepen to 7 or 8 fathoms, as Rapel reef beacon comes abreast to 12 or 14 fathoms; in the fairway of the channel 14 to 18 fathoms will be had. The northern Topie bearing S. by E. 1/2 E. will lead through in mid-channel between the reefs and shoals extending from Soré island on one side, and the shoal bank which extends W. N. W. half a mile from Basing island and then takes a northerly direction, passing a quarter of a mile off Dumpe point, on the other; this bank, it must be borne in mind, is dangerously steep-to, that on the Soré side shoaling much more gradually. Having passed Dumpe point vessels may steer about North with Loz island open of the west extreme of Pitikukit—until they arrive off the anchorage in Rho road. It must not be forgotten when standing into the road that the bank should suddenly under a depth of 8 fathoms.

Vessels of moderate draft being over on the western side of the strait, about a mile eastward of Little Garra, should steer N. by E. or N. N. E. according to circumstances, and pass between Rotterdam reef and Dutch shoal, across the bank with 3 1/2 to 5 fathoms water over it which extends south-eastward from Pankel, and so on to the channel between Soré and Basing island; from thence to the roadstead as before directed.

Directions to Rho from the Northward.—Having entered Rho Strait, as previously directed, and having arrived about a mile to the westward of Little Loban, a south-westerly course should be steered, keeping Sawu light-house open of Little Loban until the buoy on the Isabella bank are abreast the port beam; pass half a mile to the southward of them, when a course about E. by S. will lead a mile south of the black buoy off Terkel and up to the anchorage in the road.

Miscellaneous.

THE CHINESE COMMERCIAL GUIDE.

By S. WELLS WILLIAMS, L.L.D.

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The following is an Abstract of the Contents of this Book:—

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- 2.—Treaty with the United States.
- 3.—Treaty with Russia.
- 4.—Treaty with Russia.

Supplementary Treaty with Russia.

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APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in Chinese and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says:—"The tables in Chap. VII. for estimating prices, measurement of goods, exchanges, &c. have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables by the kind permission of the author, P. Loureiro, Esq. The last section of the same chapter, on 'Movements in Bullion,' has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia.

"The Appendix of Sailing Directions has been reprinted from the 'China Pilot.' With short interruptions, the coasts from Singapore to Hakodadi are all described in it; and for the Chinese coasts, the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

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Exclusive of To-day's Arrivals, Departures, and Clearances.

O. on Podder's Wharf.—W.C., from Podder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Podder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
1867-68.							
Azof	W Johnson	Brit. str.	476	March 25	P. & O. S. N. Co		
Alan Alpine	E Hutchinson	Brit. str.	943	April 6	Jardine, Matheson & Co		
Douglas	W C Pitman	Brit. str.	615	April 5	P. & O. S. S. Co (Chartered)		
Fung Shuey	W C Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Glengyle	W C Hooper	Brit. str.	1265	April 5	Jardine, Matheson & Co		
Kan Ka Kee	W C Yeaton	Amer. str.	313	March 24	A. Heard & Co		
Lightning	W C Matheson	Brit. str.	316	April 8	Gibb, Livingston & Co		
Malta	W	Brit. str.	980	March 21	P. & O. S. N. Co		
Mona	W C Morison	Brit. str.	642	April 8	Gibb, Livingston & Co		
Warrior	K Patterson	Amer. str.	2024	April 6	Russell & Co	Shanghai	Early
Yesso	W C Ashton	Brit. str.	580	April 8	Douglas Lapraik & Co	Swatow, &c.	12th, 7 a.m.
SAILING VESSELS.							
Atravida	W Bisset	Brit. bk.	457	April 6	Captain		
Aunt Lizzie	W C Proctor	Brit. bk.	636	April 9	Order		
Belvidere	W Hower	Amer. sh.	1321	March 20	Captain		
Benefactress	E Eldred	Amer. bk.	524	April 7	Smith, Archer & Co		
Carobel	W McKennie	Amer. bk.	467	March 28	Russell & Co	Seigon	12th instant
Cary & Jane	W Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Callao	Early
Catharina	W Hess	Hamb. bk.	500	March 27	Wm. Pustau & Co		
Corper	W Sparrow	Amer. sh.	1079	March 16	Captain	San Francisco	Early
Crimea	W Barrow	Brit. sh.	478	April 3	Chinese		
Dagmar	W Bhunstrom	Russ. sh.	800	Feb. 29	Order	Seigon	
Dayspring	E Middleton	Brit. bk.	393	March 19	Russell & Co	Melbourne and S'ney	Early
Eliza	W Sedgley	Brit. sh.	1378	March 1	Bosman & Co	San Francisco	Early
Formosa	W Paulsen	Prus. bk.	275	April 3	Bourjau, Hubener & Co		
Glenlee	W Burditt	Russ. sh.	635	January 3	Landstein & Co	S'pore & B'bay	Early
Golden Fleeco	W Gall	Brit. sh.	359	March 16	Chinese	Shanghai	
Henrietta	E Allen	Brit. bk.	181	March 30	J. S. Hook, Son & Co		
Hopeful	W Duttre	Brit. bk.	332	April 1	Order	Seigon	
Java	W C Anderson	Prus. bk.	309	March 31	Arnhold Karberg & Co	Portland	
Jeanne Alice	W Moutier	Frch. sh.	1209	March 11	Order	San Francisco	Early
John L. Dimmock	W Wenchell	Brit. sh.	1047	March 26	Russell & Co		
John Norman	E Gardiner	Brit. sh.	513	March 18	A. Heard & Co		
Maria	Machado	Russ. sh.	637		Russell & Co	Melbourne and Sydney	
Maria Louisa	W Arresta	Span. bk.	390	March 11	A. Heard & Co	Manila	
Maria Morton	W Marcell	Feb. bk.	401	March 31	Reynvaan Brothers & Co	Manila	
Maria Theres	W Bonneson	Feb. bk.	502	Dec. 12	Carlowitz & Co	Surinam	Early
Merchauntman	E Mourellyan	Brit. sh.	1018	April 8	Jardine, Matheson & Co		
Mirage	W Ruan	Brit. sh.	718	March 29	Q. Acheong		
M. W. Bass	W C Arentzen	Dan. bk.	304	April 7	John Burd & Co		
Navarino	W C Wetrog	Brit. bk.	408	March 21	Smith, Archer & Co		
Neptuno	W Renteria	Span. bk.	284	March 31	Order		
Nevelle	K Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Resolute	W Euziere	Siam. sh.	360	April 8	Yuen Fat Hong		
San Lorenzo	W Lebesma	Span. bk.	220	April 7	Remedios & Co	Manila	
Santa Anna	W Gavito	Span. bk.	402	March 26	Remedios & Co		
Serica	W C Innes	Brit. sh.	707	April 7	Birley & Co		
Spitfire	W C Mills	Brit. sh.	440	March 22	John Burd & Co	Seigon	
Sultan	W Howard	Brit. bk.	399	Feb. 8	Order		
Sword Fish	W Muller	Siam. sh.	575	March 31	Chinese		
The Colleen Bawn	W Allen	Brit. bk.	386	April 4	Arnhold Karberg & Co		
Vesta	W Tetens	Hamb. bk.	240	March 11	Siemssen & Co	Polow Islands	12th instant
Vision	W Cummings	Brit. bk.	197	April 9	Russell & Co	Tientsin	
Young Greek	W Beinroth	Brit. bk.	424	April 8	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Catalina	Escanjilla	Span. str.	361	April 3	Order		
China	Steward	Brit. str.	2010	April 8	P. & O. S. N. Co		
Coils*	Grange	Brit. str.	535	April 31	Achow (Kwong-li-yuen hong)	Hankow	
Condor	Schmidt	Prus. bk.	244	March 31	Siemssen & Co		
Don Antonio Escano	Maximus	Span. str.	800	April 9	Spanish Consul		
Imperatrice	Maconro	Frch. str.	2800	April 9	Messageries Imperiales		

(* At Canton)

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on April 1.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Adelina	Dennett	Brit. sh.	730	March 17	Cardiff	Hongkong	Borneo Company
Andrew Jackson	MacCallum	Amer. sh.	1263	Feb. 27	Newport	Hongkong	Frazar & Co
Emily Ellen	Pennell	Brit. sh.	1009	March 30	Cardiff		Master
Gen. Havelock	Cawse	Brit. bk.	351	March 4	Cardiff	London	Gibb, Livingston & Co
Isabella Ridley	Watson	Brit. bk.	516	March 5	Cardiff		Bourjau, Hubener & Co
Layard	Watson	Brit. bk.	175	March 16	Newcastle, N.S.W.		Frazar & Co
Magellan	Crobie	Brit. sh.	613	Feb. 24	Liverpool	London	Shaw, Brothers & Co
Phoenix	Oullen	Brit. sh.	908	March 18	Cardiff	Vancouver	Frazar & Co
Princess of Wales	Sheppard	Brit. sh.	306	Feb. 23	Newport		Jardine, Matheson & Co
Tavistock	Tate	Brit. sh.	552	January 23	Shields		Gibb, Livingston & Co
White Adder	Moore	Brit. sh.	915	March 11	London	New York	W. R. Adamson & Co

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignee.	Intended Despatch.
CHINA & JAPAN PORTS.				
HANKOW	Collof	Br. str.	Achow	
SHANGHAI	Warrior	Am. str.	Russell & Co	
Do.	Golden Fleeco	Br. sh.	Chinese	
TIENTSIN	Vision	Br. bk.	Bosman & Co	12th
OTHER PORTS.				
CALLAO	Cary & Jane	Rm. bk.	Bourjau Hubener & Co	
MANILA	Maria Louisa	Sp. bk.	A. Heard & Co	
Do.	Maria Morton	Fr. bk.	Reynvaan Bros. & Co	
Do.	Santa Anna	Sp. bk.	Remedios & Co	
MELBOURNE & SYDNEY	Maria	Rm. sh.	Russell & Co	Early
Do.	Dayspring	Br. bk.	Russell & Co	
PELEW ISLANDS	Vesta	Rm. bk.	Siemssen & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	
SAIGON	Dagmar	Rm. sh.	Order	
Do.	Hopeful	Br. bk.	Order	
Do.	Spitfire	Br. sh.	John Burd & Co	
Do.	Carobel	Am. bk.	Russell & Co	
SAN FRANCISCO	Corper	Am. sh.	Captain	12th
Do.	Eliza	Br. sh.	Bosman & Co	
Do.	J. L. Dimmock	Br. sh.	Russell & Co	
SINGAPORE & BOMBAY	Glenlee	Rm. sh.	Landstein & Co	Early
SURINAM	M. Theres	Fr. bk.	Carlowitz & Co	Early

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Gen.	H.P.	Captain.
Aspie	French	gun-boat	—	—	Andria de Nereiat, Com.
Drake	British	gun-boat	3	—	C. Crowdy, Lieut.
Flamer	British	naval hospital	—	—	Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Manila	British	gun-boat	—	—	Johnson, Lieut. Comr.
Melville	British	naval hospital	—	—	R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14	—	Commodore Oliver Jones
Rideman	British	surveying ship	—	—	J. W. Reed, Nav. Lieut.
Sa de Bandeira	Portuguese	steamer	13	—	Rodrigues, [at A'deen dock]
Scorpion	French	gun-boat	—	—	Haigier, Commander
Unadilla	U. States	steamer	5	180	Hatfield, Lt. Commander
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.
Zebra	British	steam-sloop	7	—	E. J. Pollard, Commander

MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Gen.	H.P.	Captain.
Cheng-tsing	Chinese	gun-boat	3	—	Bessard-
Fee-long	Chinese	gun-boat	3	—	Edwards
Hai-ching	Chinese	Customs' cruiser	4	—	Folsom

HONGKONG, MACAO AND CANTON.

STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson	117	H. & W. Dock Company's Tug
Fire Dart	British	Carroll	380	H., C. and M. Steam-boat C. pany
Kin Shan	British	Haskell	456	Do.
Kiu Kiang	British	Benning	617	Do.
Lintin	British	Laid up	69	Acheong
Little Orphan	British	Benning	46	Union Dock Company Tug.
Poyang	British	Laid up	379	H., C. and M. Steam-boat C. pany
Prince Albert	British	Godsell	101	Q. Acheong
Sir J. Jeejeebhoy	Amer.	Wilson	140	Thomas Hunt & Co
Spark	Amer.	Graves	140	Thomas Hunt & Co
Spec	Amer.	Graves	280	H., C. and M. Steam-boat C. pany.
White Cloud	British			

RECEIVING SHIPS.

Vessel.	At	Flag & Rig.	Tons.	Captain.	Owners.
Fort William	Hongkong	B. sh.	1000	Townsend	P. & O. S. N. Steam Co
Mahamoodie	Fuchau	B. bk.	292	Oliver	Jardine, Matheson & Co
Snipe	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Water Witch	"	B. sh.	427	Lewis	Captain Lewes
Lady Hayes	"	B. bk.	384	Partridge	Jardine, Matheson & Co
Wellington	"	B. bk.	472	Bennett	David Sassoon Sons & Co
Pathfinder	Ta-kau	B. sh.	262		Jardine, Matheson & Co
Ternate	Formosa	B. bk.			Dent & Co

Chinese Advertisements.

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英四月二號
利未打士公啟

票投人招

號之物月投票理啟
德間如意房承事人精
英四月九可買今香
理事人九投之港
人月三招客
九個店

啟館本

日等本館承印各行門票
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SAN FRANCISCO

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CHINA.—Swatow,

Giles & Co.

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nia, C. KATZ

OFFICIAL N

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Mail will be the

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British Consulate,

D. B. R.

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R.

April 12, Golan

Poudrez Riviere, S

Depa

April 12, Johanna

12, Miray, S

12, Vision, S

12, Glendee, S

12, Parnassus,

12, Catherine,

13, Yesso, for

11, H. B. M.

Under

For Swatow, Am

Formosa, on Wedn

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For further A

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New Adv

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ON THURSDAY,

Doors open at

Admission.—S

Hongkong, April

FOR

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various Sizes a

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Hongkong, April

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BASS' Old PORT,

Bass's Pale ALE,

Cameron and S.